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HONGKONG.

## THE "CUTTY SARK."

FAMOUS CHINA TEA CLIPPER.

BY ARCHIBALD BIRD IN THE "DAILY TELEGRAPH."

The *Cutty Sark* represents a world of sea romance which lies hidden in the dusty books of ships officers, for she is the last of the clipper ships which used to race home with their precious cargoes of tea from China in bygone times. Apart from the appeal to the sporting instinct which such contests made, a good deal of money hung on the issue of these races home with the first cargoes of the new season's tea crop. First on the market was to be first in price, and tea at that time was an expensive luxury. Ships were specially built to race home at the highest possible speed. Oliver Wendell Holmes speaks of "the knife-edged clipper with her ruffled spars." In designing such vessels everything except seaworthiness was sacrificed in order to produce a vessel which could travel fast; she was given sharp lines like a yacht, had more or less raking masts, and was fitted out with as much canvas as she could carry without capsizing. There is nothing to be seen at sea to-day to compare with the grace and beauty of the China tea-clippers of fifty or sixty years ago, and as a matter of fact the naval architecture of the homecoming of the *Cutty Sark*, the last of the type, is an event. She alone remains, as the embodiment of a peculiar phase of the sailing ship era, a spur to the memory of old seamen, and a joy to the eye of everyone who takes a delight in the sweet lines of a ship.

AN OLD SEAMAN'S FANCY.

She was built at Dumbarton in 1869 by Messrs. Scott & Linton, and when that firm got into trouble Messrs. Denny, Brothers finished her. She did fine service for her owners; and then, when the Suez Canal was opened and the ubiquitous steam tramp ship made its appearance, the *Cutty Sark*, after having been on the Australian trade, passed into the possession of Messrs. Pennington, a firm of Portuguese shipowners. In February, last she put into Falmouth for repairs, and the eye of Captain Downman, a retired merchant skipper living at Falmouth, was attracted by her attractive lines and handsome ports. Though she bore an unfamiliar name, he recognised her as the *Cutty Sark*, against which he had raced unsuccessfully in the *Hucklebald*. And now he has become the proud owner of this old tea clipper at a rather low price—for as soon as the owners realised that the vessel had a sentimental value it was reflected in the sum asked. But this British seaman was not to be denied his fancy, and so the *Cutty Sark* will once more hoist the British ensign. What her new owner will do with her is uncertain. Probably she will become a show ship, at a time, and if eventually she is to be used as a training ship for boys, which is the present intention, no more fitting vessel could be found for her. For the *Cutty Sark* preserves the memory of great prowess in seamanship and has brought back into this post-war world some of the romance which was the salt of life to the old seamen.

17 KNOTS AN HOUR.

The *Cutty Sark* was in her day a marvel for speed; she has sailed, it is credibly reported, at the rate of 17 knots an hour! That may not seem much to those who are accustomed to travel in one of our ocean liners, but most of our imports and exports are carried in tramp steamers which jog along at an average of only eight or nine knots. But the tramps are largely independent of wind and sea, whereas even the fleetest clipper may become becalmed. A good many seamen of our own race in the days when British and American sailors grew excited over the races of the tea-clippers from China contended that the *Cutty Sark* had no superior for speed. Her only serious rival was the *Thermopylae*, also British built, which was esteemed as the swiftest ship, even in the lightest airs, which had ever been launched. Indeed, Mr. Basil Lubbock has recorded that she was known to have gone along at seven knots an hour, "when a man could have walked round the decks with a lighted candle." She was the peculiar pride of the British merchant navy. "In steady quartering breezes, when all sail was set, she would go 12 or 13 knots comfortably, her helm amidships, and a small boy steering; and there was never any necessity to take in her royals or small staysails until she was running well over 12 knots. Imagine the feelings of the upholders of the claims of such a wonder when it was suggested that a new arrival on the seas, the *Cutty Sark*, was a swifter and better ship. The idea was preposterous, but at last the two rivals were put to the test, and the contest of opinion might have been settled beyond peradventure if a mishap had not occurred to the *Cutty Sark*.

A FAMOUS RACE HOME.

In the year 1872 both vessels left Shanghai on the same day, and within an hour or two of each other, for the race home. Calms and fogs succeeded by a monsoon characterised the opening stages of the voyage, in which the two kept mostly in sight of each other, a few miles only separating them, and the *Cutty Sark* leading. So they continued till the Equator was crossed, and eleven days later, after a period of calms, a fresh E.S.E. wind favoured the struggle, and *Cutty Sark* went flying ahead with three consecutive runs of 340, 327, and 330 miles. Later still, when she had a big lead of *Thermopylae*, an accident to her rudder put her hopelessly out of the race. A decision could not be reached, but the records of the best performances of the two ships show that there can have been little to choose between them—and probably the *Cutty Sark* was the swifter of the two.

This duel was the most exciting event in the *Cutty Sark's* career, but adventure for her was to be short-lived. She had come on the seas too late. Three or four years after her first voyage, racing between the clipper practically ceased. Steam and the Suez Canal increased the speed and shortened the length of the voyage home from the East, and the sailing ships no longer brought the first consignments of tea and obtained the coveted reward. It had meant a small fortune to any owner to get his cargo in a few days ahead of a rival at the opening of the season. Mr. Basil Lubbock, in his fascinating monograph on "The China Clippers," recalls the sportsmanlike zest with which everyone aboard a racing clipper, from the captain to the youngest crew, was engaged in the race. The tea race was the Derby of the sea. The rival owners, agents, and shippers waged a month's pay against each other. It had become almost a form of etiquette on the China Coast for a captain to back his own ship. Mr. Joseph Conrad, the novelist, has drawn a life-like portrait of Captain Stuart, of the *Tweed*, one of the old breed of skippers engaged in the trade, with whom he sailed, who "seemed constitutionally incapable of ordering one of his officers to shorten sail," and to whose extraordinary gift of incisive criticism his hearers listened.

AS A PORTUGUESE VESSEL.

The *Cutty Sark* continued in the China and Australia trade for a good many years, carrying her full suit of racing sails and spare till, in 1880, her spars were cut down. Still, despite the reduced sail area, she made many fast voyages. Then, in 1895, the Lisbon firm of Ferreira purchased her, and as they rechristened her *Ferreira*, after themselves, a name famous as Lloyd's passed out of the register. *Cutty Sark*, one of course, no longer. *Cutty Sark*, one of the Channel Islands, the name being that of Tuna O'Shanter's beautiful witch, Nannie, in Burns' poem, with her long hair and cutty sark flowing in the wind, whose representative forms the figure head. And now, after years of exile, the *Cutty Sark* is returning "once more to the British register, to end her days in the peace and quiet of Falmouth Harbour."

## A SINO-ITALIAN CO.'S AFFAIRS.

TLS. 300,000 DAMAGES CLAIMED BY MR. G. A. BENA.

The flotation of a Sino-Italian company which ultimately came to grief was the subject of proceedings in the Mixed Court, Shanghai, last week, when Mr. Ferrajolo (Italian Assessor) and Magistrate Loh heard an action brought by Mr. G. A. Bena to recover Tls. 300,000 damages.

The circumstances of the case as set forth in the statement of claim were that on January 8th, 1921, defendants, Liu Ven-kwei and Lee On-chin, of Peking, entered into an agreement with Mr. Bena to establish a Sino-Italian company with a capital of \$1,500,000, defendants engaging to take up and pay for shares to the amount of \$745,000. Mr. Bena was to hand over the firm as a going concern on March 1st of that year. The company was registered in the Italian Consulate at Shanghai on March 5th, and plaintiff duly handed over the firm and was credited with \$75,000 for the good will of his own business (which was to be absorbed in the new company). Plaintiff now alleged that defendants had neglected to fulfil their part of the agreement and, as a result, had ruined his business and business reputation. He accordingly claimed Tls. 300,000 damages.

## THE ENTREPOT OF THE ORIENT.

MANILA'S ASPIRATIONS.

The *Manila Times* says:—Governor-General Wood favours making Manila the foremost port of the Orient and consequently the distributing centre of this part of the globe. In order to carry out this scheme, the council of state will consider the distribution of the proceeds of the insular bonds sold in the United States last June.

Part of this amount will go to irrigation works and part to port works, according to the Governor-General. Director of Public Works Paz has submitted a list of projects with the amount needed for each. It was declared that particular care will be given to improve the south harbour of Manila.

The Governor-General also declared that if Davao is made a sub-port of entry, the prestige of Manila as a port will be enhanced. He said it is time to stop knocking at conditions here and to see that Manila is made the foremost port of the Orient, as it should be.

## NEW CORONET FILM.

"FLAME OF LIFE."

Fascinating Finland, with its fire-clad mountain slopes and its labyrinthine chain of moonlit lakes, is the scene of "Flame of Life," the new film which comes to the Coronet to-day. A screen version of a celebrated Finnish novel, it has been produced by the Swedish Biograph Company whose other picture "Love's Crucible" was shown at the Coronet with such pronounced success not long ago. "Flame of Life," a forceful tale of love and passion, is the first Finnish picture to be screened in Hongkong, and it is portrayed in the virile fashion that one would expect Scandinavian actors and actresses to reveal. The glimpses of Finnish scenery are beautifully photographed.

## MACAO AS THE "FAIRY GOD-MOTHER."

HER REMITTANCES TO OTHER PORTUGUESE COLONIES.

A correspondent writing to the *Shanghai Mercury* says:—

At the last session of the Legislative Council, the Director of Finances spoke on the debts of the various Portuguese possessions to the Colony of Macao. The aggregate total of these debts, according to the authority quoted, is some \$1,400,872.31 or, in Portuguese currency, in the neighbourhood of 20,000 milreis. The following is a summary of these debts, showing the amount owing by each possession to Macao:—

India	\$157,432.00
Mozambique	\$35,888.75
Angola	\$55,501.31
St. Thomas	\$20,132.63
Cape Verde	\$1,031.15
Guinea	\$2,551.96
Timor	\$43,000.58

With regard to the Home Government itself, it is not exactly known how much Macao has remitted to Lisbon during the past ten years since no current account has been kept during this period.

Now, in connection with these debts on the part of the other possessions to Macao, there cannot be any question but that it is quite honourable for the colonial possessions of any country to assist each other as much as possible, but Macao would seem to have done all the assisting so far, with the other Portuguese colonial possessions doing nothing in return.

With the exception of Macao, all the colonial possessions of Portugal have constantly shown large deficits in their annual budgets, some as a result of continuous economic upheavals, others on account of unsatisfactory governors whose appointments have been due more to political vicissitudes than to anything else.

A STRONG RESERVE FUND NEEDED.

It is being argued here that the time has come for Macao to cease becoming the fairy god-mother of the other Portuguese possessions. They should paddle their own canoe, in the opinion of local residents, and Macao should be allowed to navigate her own. It would be interesting to know how the Home Government itself chronically in need of funds—and the other colonial possessions would come to the assistance of Macao in case the latter, for once in its life, found itself faced with an economic crisis. High officials here assert that what Macao needs more than anything else is a strong reserve fund set aside for a possible rainy day. This is all the more necessary when one takes into consideration the fact that administrative expenses during the past few years have gradually mounted up whereas the annual revenues have constantly gone downwards. Of the receipts of the Colony, four millions come from the opium, *fandao* and lottery monopolies, if these monopolies disappear, Macao, lacking as it does a strong reserve fund, will find itself entirely "broke."

It is on the strength of such an eventuality that the question is constantly being asked: "What will the Home Government and the other colonial possessions do in the event of an economic upheaval here?"

The money so far lent to the various colonies mentioned, could have been put to better use. Macao has no modern buildings for residential purposes, the European section of the community having to live in decrepit houses of Chinese construction. The streets are in an unsatisfactory state. A good waterworks system is conspicuous by its absence. There is perhaps only one hotel worthy of the name for the accommodation of tourists. There are no libraries, museums and other institutions worthy of a colony of centuries of existence.

Macao, at the present time, is more like a typical Portuguese small town than a possession that is self-supporting—the only self-supporting possession that Portugal can boast of.

Now that Macao is on the eve of possessing a better harbour, it is all the more necessary that she should not devote her funds for the purpose of assisting the other colonial possessions. They should look after themselves.

It may be noted in passing that it is a sad commentary on the state of affairs that such possessions as Angola, Mozambique and Timor, which are rich in biquitous and mineral resources should look to Macao for financial assistance. Truly the ways of incompetent colonial management are remarkable.

## CALAIS-CANTON RAILWAY PROJECT.

The *Englishman* (Calcutta), recently put forward the project of a Calais to Canton railway. Links in the chain would be required across Persia, between Burma and India, and across the Burma-Chinese frontier.

A correspondent writes that the construction of the last-named link would be opposed by the Chinese, as it would divert trade from the sea provinces; by the French because of Indo-China's share in transport; and by Siam. Through all these three countries trade travels down the rivers.

A report has been published to the effect that Messrs. Arnold Bros. & Co. were absorbing all the interests of Messrs. E. D. Sasseon & Co. in the Far East. This is quite incorrect. The facts of the case are, the *N.C. Daily News* says, that Messrs. E. D. Sasseon have approached Messrs. E. D. Arnold with a view to acquiring an extensive interest in their business, which includes the management of the Oriental Cotton Spinning and Weaving Co. Nothing definite has, however, yet been decided nor is it likely to be until the return of Mr. H. E. Arnold, who is on board the *Empress of Canada*, due here about November 3rd and 4th.

## BIRTHDAY OF THE EMPEROR OF JAPAN.

CELEBRATIONS IN HONGKONG.

The Japanese community in Hongkong yesterday took their part in celebrating the 33rd birthday of H.I.M. the Emperor of Japan.

Japanese vessels in harbour dressed ship for the occasion and Japanese business houses made a liberal display of flags.

The Japanese Consul-General (Mr. S. Takahashi) and the Vice-Consul (Mr. K. Gunji) held an "at home" yesterday afternoon in the grill room of the Hongkong Hotel. Amongst those who attended to convey their felicitations, were the Governor's A.D.C. (Capt. Neville), H.E. the General Officer Commanding (Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O.), the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G.), the Police Judge (Mr. J. R. Wood) and Mrs. Wood, Sir William and Lady Brunyate, Sir Robert and Lady Ho Tung, the Hon. Mr. A. O. Lang (Chairman of the Hongkong General Chamber of Commerce), the Hon. Mr. J. H. Kemp, K.C., the Hon. Mr. E. R. Hallifax, Mr. A. E. Wood, the Harbour Master (Commander C. W. Beckwith, R.N.), Mr. G. T. Edkins, Mr. G. M. Young, Mr. A. Dyer Ball, the United States Consul-General (Mr. W. Holt Gale) and Mrs. Gale, and amongst others, the Consuls for Italy, the Netherlands, Guatemala, Nicaragua, Peru and Brazil. Leading members of the Japanese community present were: Mr. Kamui, President of the Japanese Association, Mr. Tsutsumi, Mr. Okubo, Mr. H. Tsuda, Mr. Koudoh, Mr. Nishiyama and Mr. Onashi—the last-named gentleman has been a resident in the Colony for 50 years.

Tea was served and afterwards the guests were asked to drink in a glass of champagne, the health of His Imperial Majesty. The Hon. Mr. A. G. M. Fletcher proposed the toast and, when it had been honoured, the Japanese Consul-General proposed the toast of His Britannic Majesty.

Last evening the Japanese community held an *al fresco* party in Kowloon, and the Star Theatre was engaged for the evening for a concert.

## ROBBERS SURPRISED.

How six armed robbers were surprised and had to beat a hasty retreat is told in yesterday's police report. It appears that the six robbers, armed with revolvers, forced their way into a timber yard at No. 151-153, Krenner Street, Tai Kok Tsui, and held up the master of the yard, name Tang Shang, and four foks. They were about to tie up the terrified inmates when the master's brother, living next door, hearing the commotion in the yard, and thinking that something was wrong, blew a police whistle. The robbers became scared, and beat a hasty retreat without stealing anything.

## THEFT IN A BANK.

BUNDLE OF NOTES STOLEN FROM COUNTER.

An impudent theft took place at the Bank of Taiwan on Monday. A customer named Chwang Shing Hui, the sub-manager of a Motion Picture Company, had just drawn \$1,313 from the bank and the bundle of notes were resting on the counter waiting to be picked by the customer when a man named Ho Ting Hu, said to be the sub-manager's friend and who was accompanying him at the time, leaned forward, grabbed the notes and made off with his haul.

The customer was so startled at the action that he did not take any action in the matter for some seconds and when he raised the alarm his so-called friend had completely vanished.

## EUROPEAN CHARGED WITH ASSAULT.

COMPLAINANT IN HOSPITAL.

Douglas Evans, a representative of Messrs. Saddle & Co., steel merchants, of London, who is staying at the Station Hotel, Kowloon, summoned a European named Jacob Munfield at the Magistrate's Court yesterday for common assault. The complainant who is at present in hospital, alleges that the defendant assaulted him in Ice House Street. The case was remanded to November 2nd, pending the discharge of the complainant from hospital.

## EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just as expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central—Appt. 1922



CORRESPONDENCE.  
"POPPY DAY DRIVE."

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir—I write to solicit the kind assistance of your columns in connection with the above matter.

As is no doubt well-known to you and your readers, last year Earl Haig organised at Home a sale of poppies on Armistice Day for the purpose of raising funds for the relief of ex-Servicemen and their dependents. This year the parent branch of the British Legion in London have appealed to the Hongkong Branch of the Legion to organise a similar Poppy Day Drive in Hongkong, and this the General Committee of the Hongkong Branch have resolved to do. They have entrusted to a sub-committee, on behalf of whom I now write, the task of organising this drive, and we desire to make it as great a success as possible. All funds raised (less expenses) will be remitted direct to Earl Haig.

The appeal that we make is a strong one, and we feel that it cannot fail to secure the wholehearted sympathy of the public. Firstly, it is seldom that we appeal—once a year in fact, and then on Armistice Day, a most appropriate one. The war has not yet been forgotten, and resultant distress at present existing at home among ex-Servicemen and their dependents, though somewhat removed from here, is brought back to us every mail by the home newspapers with their stirring stories of tragedies. If such a man as Earl Haig can devote his leisure to the cause, and make the appeals which he does on behalf of ex-Servicemen, no doubt can be entertained here as to the need which exists.

We propose to organise this sale of poppies in the same manner as was done at Alexandria Day, and for this purpose we are particularly anxious to have the assistance of the ladies of the Colony. As the appeal is addressed to every person in the community, and as there are many districts to be beaten up—the City, Taikeo, Kowloon, the Peak, Middle Level, etc.—we very much hope that as many as possible of the ladies of the Colony will offer their help. I may say that the Boy Scout organisation has, I understand, been approached, and we hope to have the assistance of a sufficient number of Boy Scouts to enable us to appoint one as A.D.C. to every lady helping, which, we trust, will make her task easier.

It is thought that perhaps the Naval and Military Authorities will approve of poppies being worn with uniform, and it is intended to approach them on the matter. Should they approve, it will enable the Services to help the cause of their ex-colleagues, and in that case we shall want the help of the wives of Officers and men to beat up those provinces. As they are mostly unknown to us, any volunteers from this quarter will be particularly welcome.

We also intend to appeal to the Chairmen of all Clubs in the Colony to help us in the way of having an auction in the Club on Armistice Eve; we feel that selling poppies by auction in a cheery way on a cheery evening, should be productive of much money, and we hope that the idea will recommend itself to the Club Committees.

We do not intend at this time to canvass the business-houses of the Colony as they have always been very generous with their support, but any contribution they may feel disposed to send to mark their sympathy with the cause will be much appreciated. We are more than diffident about offering the magnates of the Colony any advice on the principles of high finance, but we would gently remind them that "many a mickle makes a muckle." A valuable poppy, suitable either for a buttonhole or a glass case, will be sent as a receipt for such contributions.

I have appealed to many persons more or less directly, and my sub-committee trust that they will give us their assistance, but in addition to them this appeal is, as stated above, addressed to every person in the community, and we would specially request everybody to provide themselves with much money on Armistice Eve ready to purchase Poppies on Armistice Day. We intend to send sandwiches round town on Armistice Eve to remind people about this important matter, and, as we are anxious to help everybody as far as possible, we shall also provide tasty I.O.U. cards with pencils on the day itself.

Finally, I need hardly remark that we wish to leave no stone unturned to make this drive a complete success. My Sub-Committee are full of enthusiasm for the cause, and find it difficult to regard it dispassionately, but at the same time, it must be recognised that nothing is impossible and, while not wishing to give offence to anybody, it is just conceivable that this appeal might not meet with universal support. Without such support our labours are in vain, and we beg that if people do not intend to support this appeal they will be kind enough to let us know now before we go to the trouble of making the necessary arrangements.

On the other hand, any offers of assistance and any helpful suggestions will be more than appreciated. We should be very pleased if ladies who are willing to assist by selling poppies on the morning of Armistice Day would kindly communicate with the undersigned as early as possible.

Thanking you, Mr. Editor, for so kindly inserting this letter in your respected journal—I am, Sir, Yours faithfully,  
A. H. K. COBB.  
(for Poppy Day Sub-Committee).  
Hongkong, October 31st, 1922.

## SHIPS' OFFICERS AND SMUGGLING.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir—There is one point in the Colonial Secretary's speech at the Legislative Council last week, on smuggling to which I wish to take the strongest exception. The Colonial Secretary states (a) "it is the experience of this Government that ships' officers do smuggle, and that they do receive money for shutting their eyes to what is going on." Also (b) "the Government has made it a rule that prosecutions are not to be instituted unless it is possible to prove negligence or connivance on the part of the ship's officers. Further (c) "cases occur in which a hole is out in an engine-room bulkhead, or the panelling is removed bodily from the saloon, in which case there is either gross neglect of duty or some connivance by the responsible officer."

That is an extremely serious charge to bring against anyone, and particularly against men belonging to a service which the King has honoured by calling "My Merchant Service," and it is difficult to believe that a presumably responsible Government servant would bring it without proof. As one of the "Service" standard in this way, I would request information on the following points:—

1.—How many prosecutions have been instituted against shipping companies in which it was "possible to prove negligence and connivance on the part of ship's officers?"

2.—What was the nationality of the ship's officer?

3.—What was the nationality of the ship's officer?

As the statement by the Colonial Secretary stands at present, it is impossible to know whether it is aimed at His Majesty's Merchant Service or some other quarter, and in fairness to the former, owners and officers alike, that point should be made clear without any equivocation.

A second point in the speech I want to refer to, which is equally offensive, is that marked (c). "Anyone as high up in the Government service as a Colonial Secretary, is, I presume, expected to know what he is talking about; anyhow when he speaks in public."

Does he know, or does he not know, the conditions under which the smaller ships out of Hongkong are worked? Probably not; but as certainly very few of the public, who might possibly have read his speech, know, and as I, probably for my sins, of a previous existence, have experienced these conditions, and probably shall do so again, it might perhaps, be enlightening if I set them down.

To begin with, there is probably only one white man aboard the ship, i.e., the Master is a European, and he is much more likely in these times, to be a Chinese, uneducated, of course. The owner makes it quite clear that the Master is carried solely to navigate the ship from port to port, and to enter and to clear the ship. In port he is not wanted in the ship, and at sea he never leaves the bridge, all his accommodation being up there.

Furthermore, the fact is emphasized by the owner that the "Commander" is the owner's representative, as regards the whole working of the ship; very often the owner and the commander are one and the same person.

Should the Master be foolish enough to go outside his own job, and attempt to interfere with anything that goes on, he would very quickly find himself on the beach. Under such conditions, will the Colonial Secretary condescend to enlighten an ignorant sailor-man as to where the "gross neglect of duty" or "connivance" comes in, when holes are cut in engine room bulkheads, presumably at sea when the Master is on the bridge, or in the decks, when he is either on the bridge or on shore? We cannot all serve in "Euphrates" boats with dozens of officers and engineers, and hundreds of a trained crew, and it is quite hard enough to have to go to sea in some of these death traps—witness the fate of the *Tungshing* and *Saidhu* last week—with the scum of the Praya forming the majority of the crews, without having mud thrown at us by people who either know the conditions of the service—in which case it seems pretty scandalous that things are not improved—or do not know, in which case silence would become them better.—Yours, etc.,  
SEA JAY.

## ARMS RUNNING.

## THE PALACE HOTEL CASE: MORE ARRESTS.

Two more arrests have been made by the Police in connection with the recent seizure of arms at the Palace Hotel, Kowloon. A Chinese stevedore steward of the s.s. *President Jefferson* has been arrested by the Water Police. He is believed to have given facilities for the concealment of arms during their importation from America. The arrested man was allowed out on bail of \$1,000. The case against him was called at the Magistrate's yesterday, and the accused steward failed to put in an appearance. The Magistrate ordered his bail to be forfeited.

Yesterday morning an American employed on the s.s. *President Jefferson* was detained by the Police on suspicion in connection with the same case.

It is said that some interesting disclosures will be made on the methods of gun running when the case comes up for hearing before the Magistrate next Friday.

## MR. HARY ORE'S FIRST RECITAL.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

On Monday evening Mr. Ore gave what is presumably the first concert of a winter series, similar to that which was so much enjoyed last season but not definitely historical in its aim. In this case the programme was a most attractive one, with great variety and nothing commonplace. Busoni's adaptation of two Bach preludes for the Organ put the audience into a proper state of mind for the magnificent *C-minor Sonata* (op. 111) of Beethoven. In these classics Mr. Ore was at his best, notably in some of the more fantastic variations which form the second movement of the *Sonata*. If a criticism may be allowed, it struck me that the first of the two Preludes is perhaps somewhat too gigantic for piano-forte treatment.

There followed a series of morsels by four of the patriarchs of music. The *Scarlati Sonata* was the only one that escaped arrangement by a later hand, but in no case had the modern in any way brushed off the early bloom from these delightful old masters. Mr. Ore's own setting of the *Valentini Gavotte* in particular showed a proper respect for that antique *virtu* which is the chief charm of the fathers of music.

The two compositions for two pianos which came next were without doubt the feature of the concert. Too often such items are by way of being left to a pupil and his master; but in the present instance it is not too much to say that the sympathy between the two performers was of the very highest order. Mr. Eric Rice combines complete confidence and mastery of his instrument with a delicacy and sensitiveness that it is hard to overpraise; and I think Mr. Ore would be the first to admit that his own rigorous accuracy of treatment is softened and mellowed by such a partner. It was a perfect joy to take a single example—to hear those descending sixths with a grace note that occurred in the *Chopin Rondo*, first on one piano then on the other; the notes are identical of course, but one did not need any eyes to know whose hands were stroking them out each time they came along. If a busy amateur like Mr. Rice can be persuaded to give the time to producing some more duets (and few people realise how much time and physical hard work are involved), he can be assured that the result will give the greatest possible delight to many a music-lover.

The concert ended with Mr. Ore's own Latvian rhapsody which we should have heard last April. The audience was perhaps rather too tired to give it the attention it deserved, and no doubt my readers are in the same case. It seemed to me somewhat disjointed, as though it might perhaps be better split up into a series of short pieces with titles; but I should hesitate to give a studied opinion without a further hearing which may, to be trusted, be given at some later concert. Clearly it contains some delightful music with highly ingenious harmonizations of the primitive modes.

The audience was enthusiastic but somewhat sparse, but the recital clashed with several "counter-attractions" about and ashore. Such a programme should ensure a full room under ordinary circumstances.

## THE S.S. "HUICHOW" ARRIVE IN HONGKONG.

ABLE TO MAKE PORT UNDER HER OWN STEAM.

The s.s. *Huichow*, which was damaged by submerged wreckage about three weeks ago in Kusan Bay, near Amoy, arrived in Hongkong on Monday afternoon under her own steam. The tug *Taikeo* which was sent to her assistance escorted her vessel on her voyage from Kusan Bay to Hongkong.

It is still doubtful what the submerged obstruction was, but pieces of tarpaulin found in the hold of the vessel after she had been holed go to show that the wreck was probably a recent one. It has been suggested by some people that the wreckage is that of the ill-fated *Gordia* which was sunk during the Swatow typhoon some where within a 100 miles of this spot.

The s.s. *Huichow*, which belongs to the China Navigation Company, is to go in to the Taikeo Dock for repairs.

## SPORT.

## CRICKET.

H.K.C.C. 2nd XI. v. CIVIL SERVICE.

The following team will represent the Hongkong C.C. 2nd XI. v. the Civil Service C.C. 2nd XI. at Happy Valley, on November 4th, at 2.15 p.m. sharp:—W. Brackenridge, J. P. Humphreys, G. H. Piercy, M. M. Watson, W. Galloway, W. W. Mackenzie, D. Reid, J. R. Way, H. E. Hollands, D. E. G. Nicholson, T. W. Biddell.

## HONGKONG HOCKEY CLUB.

The following have been chosen to represent the Club in a match against the Royal Engineers at Soekimpoo to-day:—A. Bower, E. G. England, G. Murray, E. J. Mitchell, Rev. E. W. L. Martin, G. H. Piercy, P. H. Holdman, H. Grant, W. Woodward, P. Schnepel and B. D. Evan (capt.).

## ADMIRAL SIR ALEXANDER DUFF, K.C.B.

RETURN TO HONGKONG AND APPROACHING DEPARTURE FOR HOME.

The flagship, H.M.S. *Hawkins* with Admiral Sir Alexander Duff, K.C.B., Commander-in-Chief of the China Squadron, on board arrived in port from the north at 7.30 yesterday morning.

At 8 o'clock U.S.S. *Harm*, Flagship of Admiral Anderson, Commander-in-Chief of the U.S. Asiatic Fleet, fired a salute and the *Hawkins* returned it. Later in the morning Admiral Anderson called on Sir Alexander Duff on board the *Hawkins*, and afterwards Sir Alexander returned the call on board the *Harm*.

Sir Alexander Duff is leaving for Home by the *Dongola* next week, by which time he will have been relieved by Vice-Admiral Sir Arthur Cavanagh Leveson, K.C.B., who is due here by the *Karmala* on Saturday, with Lady Leveson and family.

In recording the departure of Sir Alexander Duff from Shanghai, the *North China Daily News* says:—Another notable departure to-day is that of Admiral Sir Alexander Duff, who is returning after having completed the usual term of office as Commander-in-Chief on the China Station. His command has been an extremely popular one with the service, and British residents have fully appreciated the presence and the able services of so distinguished an officer.

It may be recalled that Admiral Duff (a Rear-Admiral) was in command of the Division at the Battle of Jutland, serving immediately under Admiral Jellicoe. On the conclusion of that engagement there was no doubt in the minds of the best naval authorities in Great Britain that all menace from the German High Seas Fleet had been removed, and the were able therefore to concentrate on the submarine problem, upon which German effort was then being centred. The view proved correct for, as we know, the German fleet came out again only once, and then no further than 50 miles from Jutland. When Lord Jellicoe went to the Admiralty, Rear-Admiral Duff went there as Assistant Chief of Naval Staff, and it was then he undertook that immensely successful work, organization of the convoy system. This was introduced at a time when the Germans were determined to starve Great Britain, and therefore the Allies into surrender, and it is agreed that history will record the defeat that it was the convoy system which defeated their efforts. Admiral Duff was entrusted with the working out of this system in detail, and was successful in it, proving that the British nation unquestionably owes a debt of gratitude to him.

One of Admiral Duff's most important duties during the command now closing was accomplished shortly after he came out, when he took part in the conference at Singapore, attended by the Commander-in-Chief of the China Squadron, the India Squadron and the Australian Navy, and at which conference the protection of British trade routes was considered.

Sir Alexander was entertained this week at a farewell luncheon given at the Shanghai Club by members of the St. Andrew's Society, and on that occasion he recalled much of interest concerning his associations with China—he first came out here in his very early naval days. One of his daughters is now the wife of Captain James, recently in command of H.M.S. *Hawkins*. His other daughter will accompany him on his return to England.

## OBITUARY.

MR. J. D. CLARK, OF SHANGHAI.

By the sudden death of Mr. J. D. Clark, Shanghai last week lost one of its oldest residents. He was 82 years of age. Mr. Clark started his adventurous career by joining in the Italian campaign under Garibaldi. Later he served for some time in the Royal Navy and then as an enlisted man in either one or two of the navies of South American Republics, and he also made an adventurous trip on foot across the South American continent. He was again in the naval service when he arrived in the Far East in 1881, and was present when the actions of Shimonoseki and Kagoshima were fought. In 1885 he left the Navy, and helped to establish two foreign newspapers in Japan—the *Shing Sun* and the *Yokohama Express*. Coming to Shanghai in 1875, he began business there as a broker and general merchant, and four years later established the *Shanghai Mercury*, in partnership with the late Mr. Rivington, this paper absorbing the *Shanghai Courier*, which had been founded by Mr. Warren Smith, who was later for upwards of thirty years associated with the *Hongkong Daily Press*. Though prominent in many different business connections, Mr. Clark's chief work was in connection with the *Shanghai Mercury*, in which he took a very active part from the time of its institution. For many years he acted as editor, but during the last 10 years he acted in the capacity of advisor and editor-in-chief. When the *Shanghai Mercury* became the property of a limited company, Mr. Clark was appointed Chairman of the board of directors, a position he held to the last. He expired suddenly while sitting in a chair at the residence of Mr. P. O'Brien Twigg. The large attendance at his funeral testified to the esteem in which he was held in the port.

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## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## NEAR EAST PEACE CONFERENCE.

## AMERICAN VIEWS.

PARIS, October 30th.

The detailed reply to the invitation of the United States to attend the Lausanne Conference outlines the American views, which include, adequate protection for philanthropic, religious, and educational institutions; complete liberty of commerce; protection of minorities; freedom of the Straits and the affirmation of the policy of the open door.

## EARLIER CABLES.

## ANGORA GOVERNMENT AGREES TO VENUE.

CONSTANTINOPLE, October 30th.

It is understood that the Angora Government has accepted Lausanne as the venue of the Peace Conference.

## THE ITALIAN SITUATION.

## FRENZIED ENTHUSIASM FOR NEW GOVERNMENT.

ROME, October 30th.

Signor Mussolini left Milan last evening by special train and was given a farewell by a concourse who were cheering for the King and Italy.

Signor Mussolini stopped at Civita Vecchia and exhorted the welcoming crowds to keep calm. He continued his journey amid the singing of patriotic airs. In the vicinity of the terminus, Rome was thronged at an early hour.

Signor Mussolini arrived at 10.50 and was given an ovation. He proceeded to the Quirinal and was given an audience by the King.

Leaving the Quirinal after the audience, Signor Mussolini, responding to the ovation of the immense concourse, shouted: "Citizens, in a few hours you will have not a Ministry but a Government. Evviva Italia! Evviva il Re! Evviva il Fascismo!" These cries were repeated by the crowd with frenzied enthusiasm.

Newspaper specialists forecast a Government with Signor Mussolini as Premier and Minister for the Interior, Admiral Thaon De Revel, Marine General Diaz, War Signor Federzoli (Nationalist) Colonies. The names of various members of the Fascist and of the Democratic and Liberal Parties are mentioned for the other posts.

## THE CABINET.

LATER.

The Cabinet as forecast earlier, with the addition of Signor Mussolini as Foreign Minister, is composed of five Fascists, seven Nationalists, one Democrat, and one member of the Popular People's Party.

## DEMONSTRATIONS FOR THE KING.

ROME, October 30th.

After Signor Mussolini's departure from the Quirinal the King suddenly appeared on the balcony, visibly affected by the enthusiasm of the crowd. His Majesty withdrew after briefly thanking the people, but was compelled to reappear in response to renewed demonstrations.

## FOREIGN POLICY OF GOVERNMENT.

LATER.

Signor Mussolini, interviewed, said that the new Government's foreign policy would be firm without being sensational. It would be based upon loyalty and friendship to Italy's allies.

## COMMUNIST DEPUTIES MAY RESIGN.

ROME, October 30th.

The newspaper *Avanti* learns that all the members of the Communist Party have been informed that the party is ceasing operations. All members are released from party discipline and duties. It is believed, consequently, that the Communist deputies will resign their seats.

## FASCISTI TO TRIUMPHANTLY ENTER ROME.

ROME, October 30th.

The advance guard of thousands of Fascists, who will triumphantly enter tomorrow, arrived at dawn in small bands, afoot and in all manner of vehicles. They are mostly young men, although war scars and battle-battered brows showed them to be battle veterans; and there are women among them. The members of the procession seemed to be impressed by the solemnity of the occasion, but were everywhere enthusiastically welcomed by apparently glad Romanians, many of whom offered hospitality.

## A NOVEL PUNISHMENT.

NICE, October 30th.

The Fascist arrested the Communist leaders at San Remo, Pigna, and Alasio, but liberated them, forcing them to swallow a strong dose of castor-oil.

## NEW ZEALAND ELECTIONS.

## PRIME MINISTER'S MANIFESTO.

WELLINGTON, October 30th.

It is understood that the elections will be held on December 7th. Mr. W. F. Massey (Prime Minister), in his election manifesto, stresses the necessity of some arrangement with Britain and the other Dominions concerned for the proper naval protection of the Pacific. He also advocates a vigorous immigration policy.

## LATEST CABLES.

## INTERNATIONAL LABOUR CONFERENCE.

## DEBATE REGARDING REPRESENTATION.

GENEVA, October 30th.

During the debate regarding representation of countries outside Europe on the governing body at the International Labour Conference, Mr. Joshi (India), contended that such countries were entitled to more than twenty-five per cent. representation. They could not consent to the proposed changes, which would permanently fix their representation. Mr. Basu (India) who opposed the proposal to appoint six states on the governing body, quoted the provisions of the Treaty of Versailles, and eloquently urged, amid applause, India's claims to representation.

## THE U.S. TARIFF.

## NO REDUCTION IN VOLUME OF IMPORTS.

NEW YORK, October 30th.

The customs officials announce that the new tariffs have so far not resulted in a reduction in the volume of imports, the prices of which are considerably increased.

## PROHIBITION PROSECUTIONS

## BRITISH SCHOONER RELEASED.

WASHINGTON, October 30th.

The authorities have ordered the release of the British schooner *Grace and Ruby*, because they were unable to prove that she had illegally communicated with the shore.

A cable message from Boston, dated September 29th, states that the Federal Court, sustaining the seizure of the British schooner *Grace and Ruby*, six miles off the shore in March, held that rumrunners were not immune from seizure merely because they are beyond the three-mile limit.

## THE SINKING OF THE "SPEEDY".

## GUNNER REPRIMANDED FOR NEGLIGENCE.

MALTA, October 30th.

The Court-Martial on the officers of the British destroyer *Speedy* found that, the *Speedy* was run down by a Dutch trawler, through the latter not displaying visible port-lights. The Court reprimanded a British gunner for negligence, but acquitted the other survivors.

A cable message from Constantinople, dated September 29th, stated that, the British destroyer, *Speedy*, was sunk in seven minutes in the Sea of Marmara as a result of a collision with a Dutch trawler. Ten of the crew of the *Speedy* were drowned and 57 rescued.

## OBITUARY.

## FATHER BERNARD VAUGHAN.

LONDON, October 30th.

The death is announced of Father Bernard Vaughan, S.J., the famous preacher, lecturer and author.

[The Rev. Bernard Vaughan was a brother of the late Cardinal Vaughan. For 18 years Father Vaughan was a professed Father of the Society of Jesus, taking an active and conspicuous part in the religious and civic life of Manchester. In 1901 he came to Farm Street, W., London. He became an active worker among the poor at Westminster and in the East End, organising concerts and bazaars for the erection of working men's clubs. His three series of sermons, *The Sins of Society*, *The Sins of Society*, and *Why believe in Christ and Christianity?* drew large audiences, as did his Lenten course, preached in 1906. He delivered lectures in many parts of the world, including United States, Canada, Alaska, China and Japan. Deceased was in his seventy-sixth year.]

## EARLIER CABLES.

## SOUND TRANSMISSION.

## OLDBECK DEMONSTRATION RECORDED AT WOOLWICH.

LONDON, October 30th.

The explosion at Oldbeck was recorded by the Tucker hot-wire microphone at Woolwich, the sound-waves arriving twenty-five minutes after the explosion.

## THE RAILWAY DISASTER IN FRANCE.

## FOURTEEN FATALITIES.

ST. BRIEUX, October 30th.

It is now ascertained that 14 were killed and 37 injured in the railway accident at Chateaudun, mentioned yesterday.

## FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

## ENCOUNTER WITH BANDITS IN HONAN.

PEKING, October 31st.

Reports from Honan state that a party of well-armed and well-equipped brigands, former troops of Chao Ti, have reached Leima, near Chumation, and attacked a detachment of Chin Yun Hsiao's Fourteenth Division. Chin Yun Hsiao sent up reinforcements and defeated the bandits.

It is unofficially reported that Marshal Tsao Kun has telegraphed to the President and Premier saying that the proposed transfer of Fung Fu Hsiang has created such discontent in Honan that the transfer should be cancelled.

## THE WEIHAIWEI NEGOTIATIONS.

PEKING, October 31st.

Mr. Thomas King and Yu Pei Kuang, secretaries to the Weihaiwei Commission, have arrived in Peking in order to report to the Government regarding the progress of the discussions.

## "THE POLITICAL RESEARCH COMMISSION."

## THE OUSTED MEMBERS OF PARLIAMENT.

PEKING, October 31st.

Dr. Wang Chung Hui (Premier) attended officially the opening of the Political Research Commission on Oct. 28th, consisting of 192 members of the 1920 Parliament who were unable to obtain seats when Parliament was restored.

## WHY GERMANY DEFAULTS.

## INFLATION RUN MAD.

## FOREIGN CONTROL NECESSARY.

The *Times* has recently published a series of articles written by our City Editor, who recently made an extensive tour through Germany in order to study the economic conditions. These articles set forth the impressions formed by him after numerous discussions with bankers, manufacturers, business men, and social workers on various aspects of the situation, and after he had traversed the country from the eastern to the western frontiers. His main conclusions are set out below:

That inflation of the currency is primarily responsible for the depreciation of the mark;

That inflation is not due to reparation, but is merely a continuance of the unsound financial policy which has been pursued since 1914;

That inflation is the cause of Germany's default on reparation, and that unless it is stopped the default will continue;

That a moratorium should be granted to Germany on condition that she balance her Budget and consents to the appointment of an International Commission of Control having the power to terminate the moratorium in the event of failure to stop inflation;

That an international committee of experts should be appointed to examine closely the economic conditions of Germany and to draw up a scheme for the definite fixation of reparations, to be considered by the Allies in conjunction with a settlement of inter-Allied debts;

That with the restoration of sound financial conditions Germany could in time make substantial reparation to the Allies;

That the present depreciation of the mark is not justified by the actual economic conditions prevailing in the country, but is largely due to speculative selling of marks owing to political fears;

That this is proved by the facts that German commodity prices and wages are much below the world level, and that the mark exchange fell 50 per cent. in value in a week and rose to the same extent a few days later;

That a definite settlement of reparation should be linked with a permanent devaluation of the mark and the issue of a new currency;

That the cessation of inflation would automatically stop the flight from the mark;

That inflation and the consequent depreciation of the mark have brought about serious individual loss and social disorder, but not general economic bankruptcy.

The *Vidra*, a British-built yacht, formerly belonging to the Earl of Dunraven, and then known as the *Corrad*, arrived at Cowes, last month, having completed a voyage round the world, a journey of approximately 45,000 miles. The *Vidra* was built at Southampton in 1896, and is a ketch, with a motor for auxiliary power. She was manned by a party of Swedish officers. On leaving Cowes she proceeded to Sweden, an escort of Swedish destroyers coming out to welcome home the adventurous officers of the Swedish navy, who had been about two years on the voyage.

## SIR BEILBY ALSTON.

## ENTERTAINED IN SHANGHAI.

Sir Beilby Alston, the departing British Minister, was entertained at Shanghai by the British Chamber of Commerce and also, by the Chinese Association.

In the course of his speech at the Chamber of Commerce banquet, Sir Beilby said:

"As you know, this is my third farewell from China and, being positively my last appearance in public, it is really a sorrowful occasion for me, as it is the final severance of an official connection which has now lasted over 20 years, and I leave you all with very sincere regret. The parting is made easier for me, however, by the knowledge that during the time I have had the honour to represent the British Government in Peking, my relations with Shanghai and the treaty ports have, owing to your and their great kindness and forbearance, been most friendly, and that I have always been able to count upon the British community and their representatives, the British Chambers of Commerce, for their co-operation, sympathy and support in the many difficult problems with which the British Minister in China is called upon to deal."

Another of my great regrets is that of leaving China without ever having been able to be present at one of the annual Conferences of the Chambers of Commerce. I had greatly looked forward to attending your fourth annual conference. I need not tell you how sorry I am that I cannot again be present—there seems to have been fate against it. I wish the conference, when it meets, all success and I shall read the report, if you will be kind enough to send it to me, with the greatest interest."

Taking leave of old friends, as I have had occasion to say more than once recently, is a trying ordeal and I do not propose to add to it by inflicting on you an inventory of the political situation or of the many complex problems with which we are faced in China today. I know that the committee of your Chamber guard your interests in these matters with unfailing watchfulness and I can assure you that you will find my successor, Sir Ronald Macleay, who, as you know, is no stranger to China, fully alive to the importance of protecting and maintaining British interests in this country. I should like to take this opportunity of congratulating you on your new Minister, and at the same time also on your new Consul-General, Mr. Sidney Barton, whom I know you will find as I myself have found to be a tower of strength and resource in all your difficulties when you may have occasion to turn to him for advice and assistance. I may say that, in the matter of the guardianship of British interests in China, the British Legation in Peking neither slumbers or sleeps and that hardly a day passes without a representation being made to the Government on behalf of some British interests in need of protection or assistance. I cannot say that these representations always have the desired effect, but still we keep on hammering away and occasionally we get some results."

## THE IMPORT TAXES.

I will mention two matters in which I know you are especially interested. The Chinese import tariff has recently been revised in order to bring it up to the effective 5 per cent. *ad valorem* and, as you know, the Powers have given China this extra revenue unconditionally because they were under a treaty obligation to allow China to collect import duties at this rate. At the forthcoming special conference in Peking, China has been promised a further increase of revenue—a very considerable one this time—in the shape of a 5 per cent. surcharge on the import duties, and in addition a luxury tax on certain articles. I believe there is some apprehension lest the Powers, following up the very generous attitude adopted towards China at the Washington Conference, may agree to this surcharge without insisting on adequate guarantees as to the manner in which this additional revenue is to be expended. Well, the Washington treaty distinctly says that the Conference shall authorize the levy of this surcharge "for such purposes and subject to such conditions as it may determine." I do not yet know what conditions His Majesty's Government propose to attach to their acceptance of this surtax, but I think you may rest assured that steps will be taken to secure that this money will be devoted to measures beneficial to trade and not be squandered on the upkeep of armies and the purchase of arms and ammunition. No decision will be taken until after a very careful examination of the whole question, and I think I can promise that our Chambers of Commerce will be given an opportunity of stating their views before the surtax is finally agreed to. The conference will also consider a further increase in the import duties in return for the abolition of *lihs* and here again I think you may take it for granted that His Majesty's Government will in no circumstances agree to the levy of these new duties until they are satisfied that the Chinese Government are in a position to carry out their share of the bargain which I agreed with your committee in thinking should be the total abolition of all forms of inland taxation, on merchandise."

## EDUCATION OF CHINESE.

The other matter I wish to mention is the question of education of Chinese on British lines, about which we have heard so much lately. It does seem to me that, while people at home have been talking, British merchants in China have been acting and I wish to take this opportunity of congratulating the Associated Chambers on the very practical manner

in which they have shown their interest in this important question by the establishment of their Education Fund. I am sorry to hear that, for reasons we all know, the fund has not received the support it deserves outside Shanghai and in England, but you have made a good beginning and I feel sure that, when better times come along, the fund will be given the wherewithal largely to increase its usefulness. I have done what little I could to help by bringing the fund to the notice of His Majesty's Government and by urging that if part of the Boxer indemnity is to be remitted for educational purposes a grant should in the first instance be made to your fund. I have every hope that my successor may bring out with him the final decision of His Majesty's Government in this matter. It is now under their immediate consideration."

Gentlemen, it is a great pleasure to find myself associated on my departure, as I was so my arrival, with the Commander-in-Chief. We all know what good work the Navy has done in China and I personally am under a debt of gratitude to His Excellency for the support and co-operation which he has always afforded to me. I am also glad to have this opportunity of thanking our Commercial Counsellor for his unceasing labours in upholding British commercial interests in this country. It will be a great advantage to my successor to have someone near him who will, in a sense, be a direct representative of the Chambers of Commerce and of your interests. You are lucky to have such an able replacement of Mr. Fox as Mr. Brett, who has just returned from Rome "like a giant refreshed and eager for the fray."

Let me thank you once more for the most kind reception you have given me this evening and for all your good wishes. On my part I would reciprocate by hoping that the Chinese may soon see the wisdom of composing their unhappy differences and that when peace and good order reign throughout the land there may come a boom in trade the like of which has never before been seen and that you gentlemen will then reap the reward which you have, by your prudence and your perseverance, so highly deserved. (Applause.)

## ADMIRAL SIR A. DUFF'S FAREWELL.

## WELL.

Sir ALFRED DUFF, in reply to the proposal of his health by Mr. H. W. Lester, said that, during the three years he had been in China, the period had been one of reconstruction and he was going to turn over to his successor a fleet in being and complete which any man should be proud to command. (Applause.) Last year there were drastic changes in the Navy—reduction of personnel and ships—but this he would say, that in his considered opinion the fleet in China now was a fleet which could and would carry out all the peace duties which could be required of it—and these duties were many.

Turning to the question of co-operation between the Navy and Chambers of Commerce, he said that, two and a half years ago, he laid stress upon the absolute necessity for such co-operation. That was a lesson of the War. It was pleasant to him to know that the relations between them now were those of co-operation and great confidence. He was perfectly certain that it was good for trade in China and it was for the benefit of them as naval officers in carrying out their work. He was sure they would extend to his successor the same measure of friendship, confidence and co-operation they had extended to him.

He merely had now to say "Good-bye." He was going home from this country without the least prospect of returning. He had, while here, received the greatest help and kindness in his work and he would like to look upon that dinner, shorn of all red tape, as a send-off by friends to a friend.

In conclusion, he referred to the Union Jack Club and appealed for further support in that direction for the men of the Navy whose life in the outposts was necessarily cramped and who, looked upon Shanghai as the chief place where they could obtain recreation.

## THE CAREERS OF JAPANESE IMPERIAL PRINCES.

## ANOTHER BREAK WITH THE PAST.

The *Yomiuri* (Tokyo) learns from a trustworthy source that Prince Sumino-miya, the fourth son of the Emperor, who is now being educated at a primary school at the Peers' College will not enter either the Navy or Army, as did his elder brother, but will study a particular line of science with a view to promoting world peace. Now that the peace movement has become universal, and nearly all countries are planning a further curtailment of armaments, the opinion is advanced in certain quarters in Tokyo that the Imperial Court should not continue its adherence to the provisions of the Imperial House Law which stipulates, among other things, that all male members of the Imperial family shall, except in special cases, enter the Military Service when they reach the age of 15. This opinion is endorsed by officials of the Imperial Household Department. With the single exception of Prince Taka of Kuni-no-miya, who a few years ago became a chief priest of the Shinto sect, all the other members of the Imperial family have entered either the Navy or Army. The paper expresses the hope that not only Prince Sumino-miya, but other members of the Imperial family will devote their whole energies to promotion of science in the cause of peace.

## HERR ALBERT BALLIN.

## A SHIPPING MAGNATE WHO STROVE FOR PEACE.

When one thinks of Albert Ballin and his life's work we naturally associate him with the growth and development of the German mercantile marine. What he achieved as the driving force of the Hamburg-American Line won the admiration of the world. In the two continents he was regarded as one of the giants of commerce, and as a man who had carved his way to world-wide fame by his ceaseless energy and bold conception of the problems that confronted him. He raised an amazing structure in the Hamburg-American Line, and when he died it was when his life's work lay in ruins, the consequence of the world war. Those who would learn much of the secret history of the war and of the negotiations which were in progress concerning Anglo-German politics in the years immediately preceding the cataclysm have the opportunity presented them in the newly-published translation of the life of Albert Ballin by Bernhard Huldemann.

As the author says, there is much in the volume that will be new to most readers. In spite of all that has been said and written concerning the political activities which Ballin displayed (and is alleged to have displayed) both before and during the war, their object—and, more important still, their intimate connection with his economic activities—is scarcely known. Eminent as successful though Ballin had been in creating an atmosphere of mutual understanding between the various nations in the economic sphere, his attempts to reconcile the contending ambition of these same nations where politics were concerned ended in failure.

## FASCINATING STORY.

The story is a fascinating one, and it is all the more interesting and valuable from the historical point of view from the fact that Herr Huldemann was for ten years the collaborator of his hero, and is carrying out the behests of the deceased, who asked him to collect his papers and make whatever use he thought fit of them.

The world knew Herr Ballin as a great shipping magnate, a man of great eminence and influence in Germany. But there were very few who suspected that the little German Jew was concerned in high affairs of State, and that many of his trips to England were made in the capacity of a confidential emissary. Herr Ballin's keen business instincts taught him that war would be fatal to the commercial prosperity of Europe. He was a man of ideas as well as of ambition, and he realized that by the promotion and the cultivation of friendship between England and Germany he was best serving his country. Over and over again he described the world war as a "stupid war" or as the "most stupid of all wars," because its origin, the conflict between Austria-Hungary and Serbia, was so utterly meaningless to the progress of the world.

No one foresaw more clearly than did Herr Ballin the ultimate end of the struggle. He strove hard to avert war, and when he left London for the last time, at the end of July, 1914, it was with the impression that a fairly capable German diplomat might even then succeed in bringing about an understanding with Great Britain and France which, by preventing Russia from striking, would result in preserving the peace. "Great Britain and the leading British politicians," he said, were absolutely in favour of peace, and the French Government was so much against war that its representatives in London seemed to him to be rather nervous on the subject. They would, he thought, do anything in their power to prevent war. How well Ballin realized the situation is evident from his report that if France was attacked without any provocation on her part, Great Britain would be compelled to come to her assistance, and that Britain would never allow the German forces to march through Belgium.

When the war came it was at Ballin's suggestion that the Government Purchasing Organization was formed, and in neutral countries the resources of the Hamburg-American Line were utilized to purchase for the Government. As the months became years we find Ballin in a dependent vein, and the sole aim of his political activities during the war was to bring about peace as early as possible. It is quite apparent from his letters that Ballin understood the temperament of the British people far better than those at the Wilhelmstrasse. *—Naval and Military Record.*

## GERMAN IMPUDENCE.

## OFFER OF HEADSTONES FOR BRITISH WAR GRAVES.

Mr. F. Charles, monumental mason at Sidmouth, Devon, recently received a circular from Friedrich Hagelauer, of Furtli, Bavaria, offering to supply crosses and headstones for the graves of British soldiers killed by German shells and bullets.

"I beg of enclosing herewith," the circular says, "a list of memorials at present in stock which might be ready for despatching until the end of this month."

"Hope confidently there will any among them that will suit your valued commands."

"As to their execution it is indeed first class with reference to quality and workmanship."

The price list offers headstones, dark Meissen, red Swedish, black Swedish, and so on up to £29 each, including packing L.O.B. (put on board ship) Hamburg.

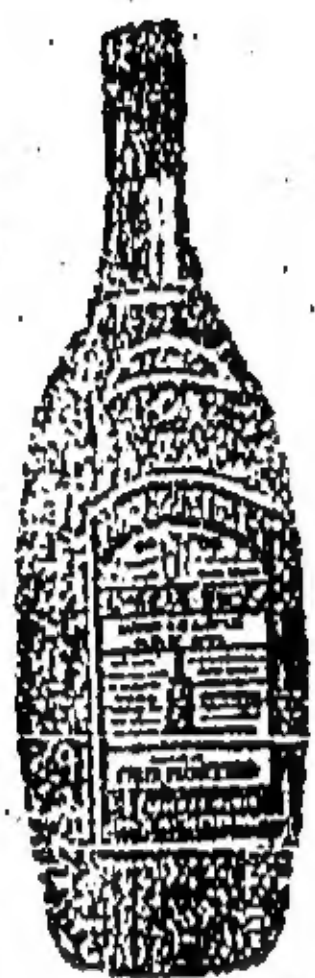
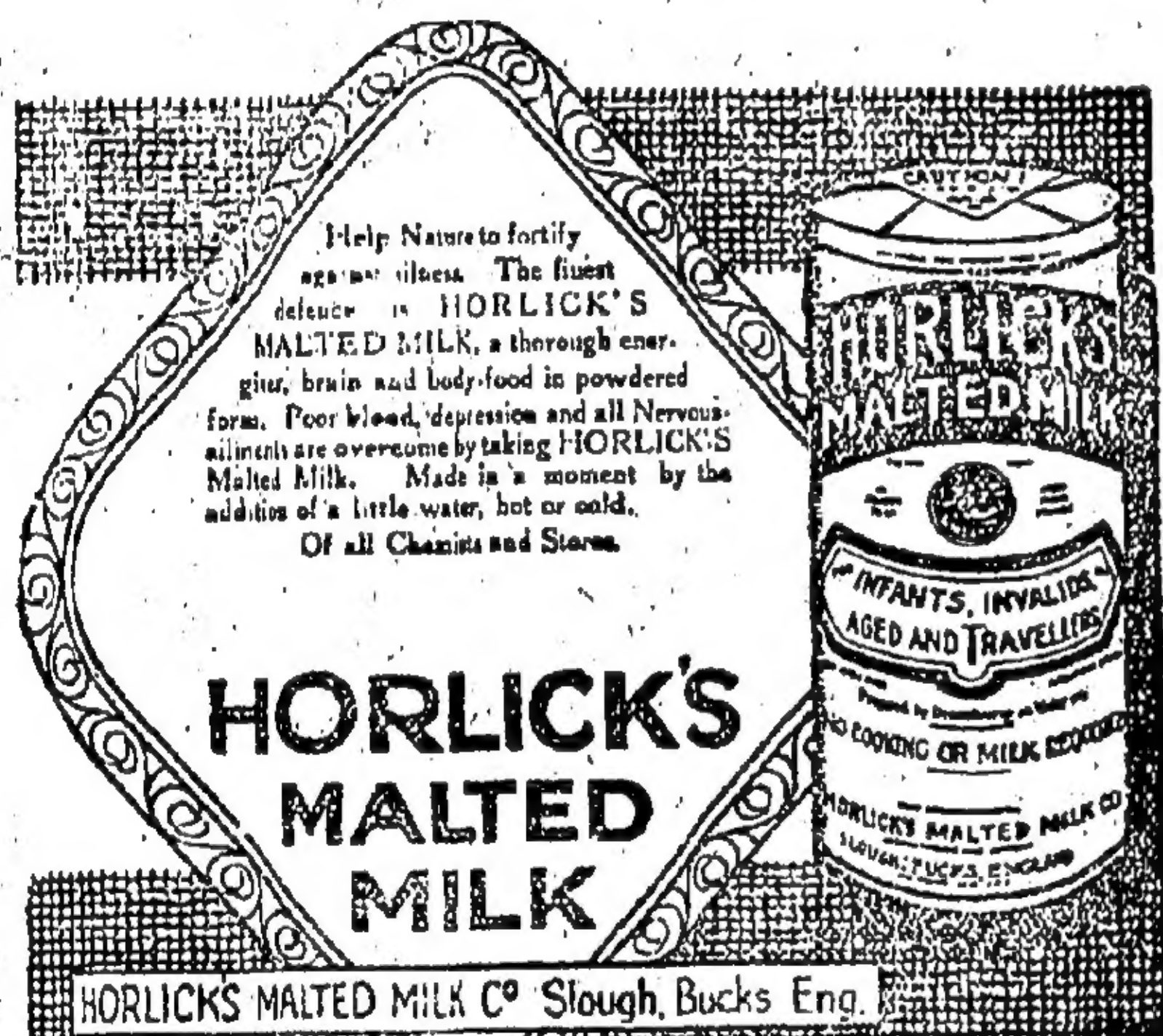
The terms of sale of the German Granite Association are also supplied. "Estimates are binding only if accepted by return of mail, that is to say and on restriction that the present general state of things will not make it impossible at all."



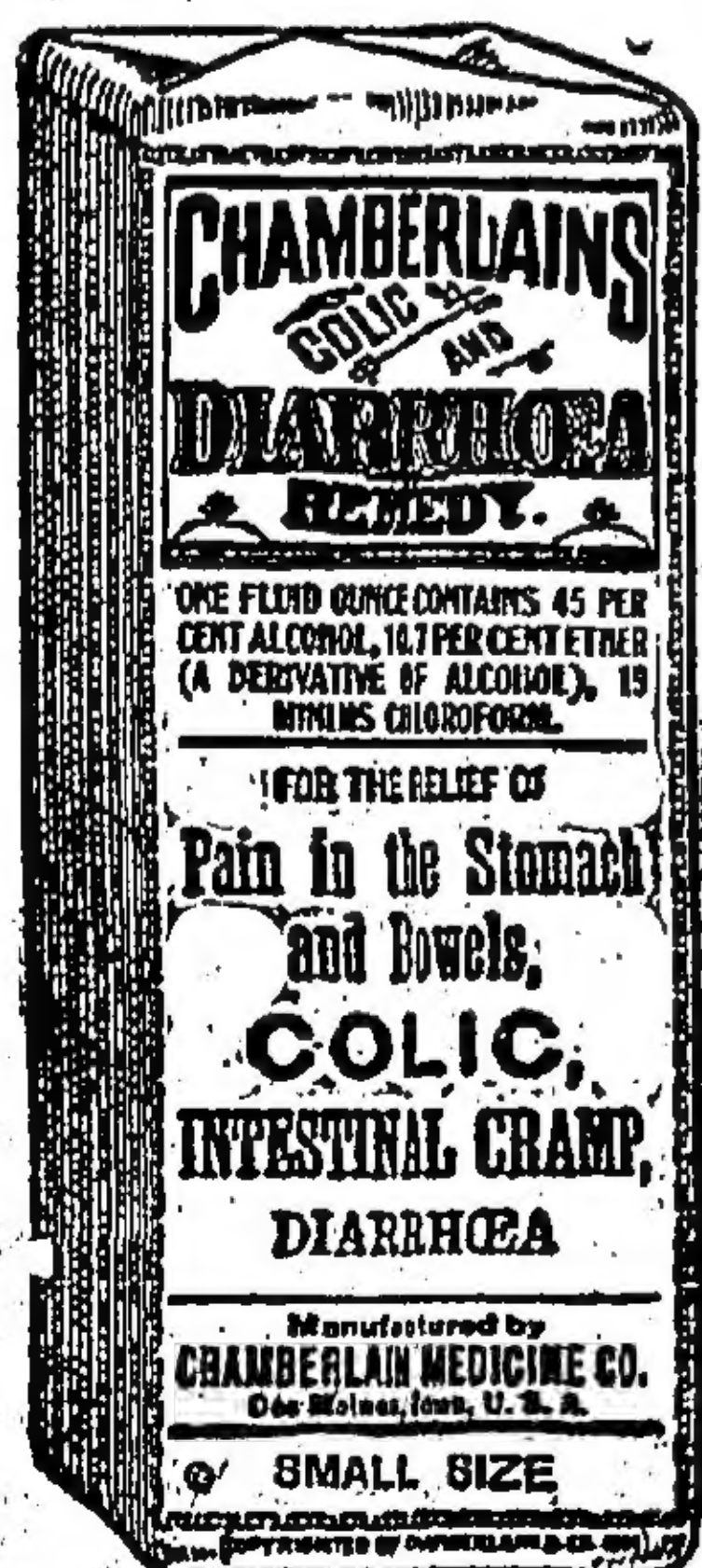




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AND ALL WINE MERCHANTSThis pure old Whisky has had, since 1745,  
a great reputation amongst connoisseurs  
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The rubber cushion clasp holds the hose between rubber and rubber and that is an exclusive feature found only in the

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grip the hose so surely—so securely—without the slightest inconvenience to the wearer or possibility of tearing the hose.

That is one of the famous five reasons why Paris Garters are so generally worn by well-dressed men the whole world over—and the other four reasons are just as good.

But be SURE that they are Paris Garters. An imitation is more than apt to disappoint you, and you can avoid that by taking care. All manufacturers sell Paris Garters in double and single hose grips and in other cotton or silk. Insist on getting the genuine.

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## PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,  
ISABEL RAMSAY.]

BIARRITZ, September 25th.

Now is the time when Biarritz begins to reign in all its splendour. Mountain and seaside are giving up, not their dead but their very living clientele, and *mondaines* in every part of France are packing their suit-cases for a flying visit to Paris to lay in a stock of clothes before continuing on to this pearl of the Côte d'Argent. As is only natural—seeing that the late King Edward when he was Prince of Wales was one of the first to "discover" Biarritz and by his constant presence, launch it on its road to fame—there is a constant stream of English people here during the season.

Here, as at Deauville and Dinard, the elegance of Paris comes, not so much to revel in the delights that the beautiful beach has to offer as to show off the latest creations that the rue de la Paix has to offer. Here, as at those other two places, life is more or less a fashion-parade from early morning till late at night.

One thing is certain, after a review of this parade, and that is that the "chemise" frock is not yet dead; on the contrary, it seems to have risen phoenix-like from the ashes of ignominy that designers tried to heap upon it, and to have taken on a new charm and originality of design. For evening wear, it seems as though designers—in spite of all their efforts—find it difficult to create a gown in any other form except this one. It varies slightly; it may be drawn up at the side, looped over a low-set grille, be drawn up on the hip at each side, be decorated with panels, or be plain, but always the fundamental line remains the same. For day wear, these models are made up in the hundred and one new crepe materials which have been hatched within the last couple of years; in the evening, seeing the line they have to depend upon for effect, is so very simple, they are made up in broads, lames and other rich tissues that cost as much a yard as formerly a whole dress used to cost.

There is also a growing vogue for velvet. Already, velvet capes in great quantity had made their appearance in Paris towards the beginning of the Summer, but, up till then, very few evening-gowns in velvet had been seen. Judging by the display at Biarritz, these are going to be the grand chic for the Winter. Black is bound to be more popular than any other colour as black, when velvet is the material chosen, is irresistible and becomes even the plainest of women. Next in favour, come vieux rose and a lovely rich shade of mauve rosette, and, for those who are slim enough to be able to wear it, there is a shade of old ivory that makes a beautiful picture when trimmed with a discreet addition of pearls. Black is generally left severely plain, and even velvets in some colour or other are more effective when the least possible decoration is used in their make-up. A "chemise" frock in mauve rosette looks ravishing when the only note of trimming is a cluster of brilliants at the side.

It is hardly possible that a certain Spanish influence in the fashions at Biarritz is to be attributed to the vicinity of the Spanish border, and yet it is remarkable what a number of gowns—especially those worn in the evening—have a note that is distinctly Spanish about them. This is most remarkable in the models that show a tight-fitting bodice and a wide billowing skirt almost as voluminous as those that Spanish dancers popularise in music-halls throughout the world. Others are distinctly antique, and the inspiration responsible for their creation has certainly been borrowed from the gowns worn when Don Juan was a young and dashing blade. Chantilly and the Grand Prix brought us the mantilla hat; it is only natural that Biarritz this season should bring us the Spanish evening-gown.

The short jacket is still popular, but it is seen in a lighter form than usual. When it is not in ermine or white rabbit, it is in a heavy crepe or light woollen material, such as cheviote or delaine, and, to make up for the simplicity of the tissue employed, it is profusely embroidered, with patterns generally oriental in design and colouring. Paisley is ever so smart when made up into one of these jackets or mixed, either as a trimming or a lining, with a thick white crepe. Monkey fur is not so ubiquitous as it used to be, but there is still no reason to believe that its reign of popularity is ended. There is such a vogue for white fur just now that ermine, white rabbit and white fox seem to have eclipsed all the rest of the furry kingdom. As a means of trimming, it is almost obligatory to have a band of some sort of fur or other on one's hat, dress or coat.

Tweed de linne or tredit de soie is much worn for tennis and sports' clothes. These are made on straight lines but with sufficient fulness in the skirt to allow a maximum freedom of movement. White and black is very much worn in these. As with most day or evening gowns these days, there is generally an absence of sleeves; like-wise an absence of a collar, unless this is a fancy affair which is added purely for decorative effect.

The handkerchief has been having a busy time of late and, from the pocket of the skirt has jumped successively to the pocket of the jacket and then to the tiny pocket over the heart that designers placed there for this purpose. The very latest idea is to do away altogether with the assistance of pockets and simply tuck the handkerchief through the acetate of ivory inlaid with ebony that every *mondaine* wears above her elbow. When long sleeves are worn, the handkerchief is tied round the wrist.

*tout simplement.*

Another little detail I noticed among the crowd at Biarritz was the extraordinary elegance and simplicity of the shoes worn. I have already written about this new feature of modern dressing, but am obliged to refer to it again, as it was so very striking seen in the brilliant *soirée* of this Wednesday night. Here, as at the height of its decadence surely never saw



## To keep Fit

No more convincing evidence of the supreme restorative properties of Hall's Wine can be offered than this—doctors take it themselves in order to keep fit.

They know the marvellous worth of this great British Tonic for Health and Strength, the prescription of a well-known medical man, they use it in their practice, and study its effect daily in thousands of cases. Convalescents, nerve-shattered patients, and those suffering from Coughs and Colds all derive benefit from it as thousands of testimonials prove.

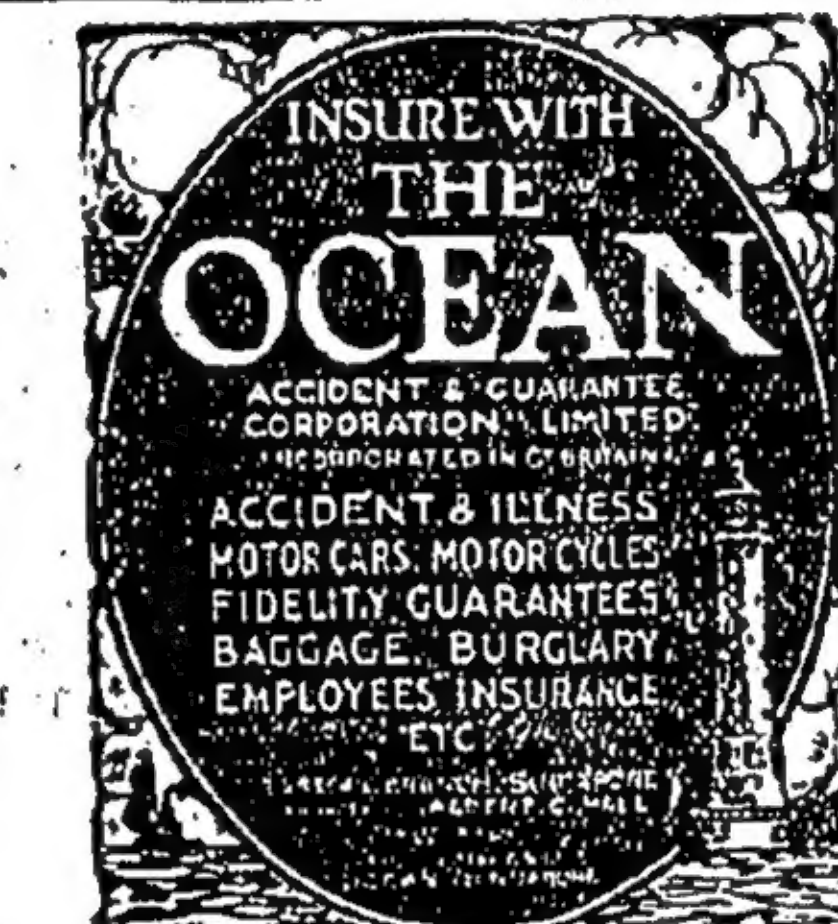
An English doctor writes: "In cases of mental and physical exhaustion I know of nothing better than Hall's Wine. I take it myself when run-down."

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## A HOPELESS CASE.

Here is the tale of a hopeless hospital case. An invalid who had spent a long time over his convalescence was warned that soon he would have to be removed. So he conceived a plan by which his retention in such pleasant surroundings could be secured. While his temperature was being taken and the nurse's attention was centred on the next patient, he removed the thermometer from his mouth and rubbed it hard on his sleeve. The nurse returning to him, looked at the thermometer, murmured, "Poor fellow," and went to report. Later she returned and announced that the patient would have to leave that day. "But, nurse," protested the man, "my temperature was up again this morning." In a sweet voice the nurse answered: "Yes, that's right; up to 140. That's why they're moving you; you're dead."

sandals so wondrous and costly as the *mondaine* shoes of modern France. No tissue seems too delicate or expensive; no design, too low-cut, or extravagant; as though this weren't enough, butters have now sought the aid of jewellers to fashion delicate jewelled buttons and buckles with which to fasten or decorate their handiwork. Amethysts and topaz are stones considered only brilliant enough for every-day wear; for special occasions, there are sapphires, pearls and even diamonds. The effect, of course, is stunning, but one wonders sometimes where it is really all going to end.

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Capt. G. Johnson  
Ora, with a general  
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Any to Rangoon, from  
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**A delicate flavour**

is added to stewed or tinned fruits when served with a delicious custard, so easily prepared with good, sweet milk and

**Brown & Polson's Custard Powder**

Wholesome, economical and of absolute purity, its merits are widely appreciated.

Packed in tins, each containing 1 lb. net.

Made in Scotland, of the best ingredients only, by Brown & Polson, Ltd., the firm with over 65 years' reputation for excellence.

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**ENDING MILITARISM.**

ARCHBISHOP'S SERMON AT GENEVA.

The Archbishop of Canterbury preached at the Cathedral in Geneva to the delegates of the League of Nations, his text being "Seek ye first the Kingdom of God and His righteousness, and all these things shall be added unto you."

The Archbishop said the League of Nations might go far to make the Kingdom of God amongst men in our own lifetime. "Many of us are here," he proceeded, "in pursuance of a high resolve that it shall indeed come to pass. The League of Nations, though it touches only a portion of the field of Christian faith and life, can claim unhesitatingly, both for its purpose and its policy the surest Christian sanction. Its keynote vibrates in harmony with the keynote of the Christian faith itself, and the Christian faith lies at the core of the progressive history of mankind. In enjoining among the peoples of the earth the Covenant of the League of Nations, we are simply applying the Christian faith in international life."

There is in the peoples of Europe to-day, for all their divergencies and strifes, a higher level of average knowledge and intelligence. A better understanding—I will not say of one another, but about one another—is beginning to prevail. There is a little, just a little, less crass ignorance in one country of what people say and think in other countries. That elementary knowledge is the outcome in part of the great war itself. The soil has been upturned. Right and rightness could grow now more readily than ever before, and a common currency of thought though not yet of opinion, is beginning surely to be perceptible. The hour is ripe for the husbandry of a League of Nations—ripe for the sowing, and then for the growth of popular thought unattainable before. Sometimes there arises in one's brain a strange vision. You and I are accustomed to ways of habitual human intercourse undreamed of a few generations ago. And we are trembling, I suppose, upon the verge of developments thereof vast beyond reckoning. What has already been achieved in all forms of widening human intercourse sunders us from any previous period of human life on earth. That is a plain fact. May it conceivably have the marking too, of a sacred trust? Are we not only wise to know the time but resolute to redeem it? Has anyone, I wonder, tried to forecast in vision what these conditions might be made to mean for the implanting of some deep truth, some sacred message of revelation among millions instead of hundreds of receptive minds.

**NO MORE WAR.**

"Within the last few weeks Paris and Cambridge and Geneva itself have been huge gatherings of those who represent the popular thoughts and activities of the coming days. Do we all realise the magnitude of those happenings? The International Conference of Boy Scouts held last week in Paris had delegates from thirty different nations, representing an aggregate membership of a million and a half young men and lads. In England the corresponding conference of Girl Guides represented half a million girls from 25 nations. And here in Geneva these were followed by the conference in which those vast enlistments from different lands gave expression to a firm resolve. To what did they commit themselves, those millions who are going to bear the next generation's burden? To a firm resolve for better, worthier citizenship, and for international peace."

"I have left to my last word the gravest and most urgent of our thoughts, that to which, after all, the League of Nations owes its birth—the awful, the horrible, the devil-devised barrier of war. Vain to talk of the 'righteousness of God' while that monstrous arbitrament impends. Not till 'righteousness and peace have kissed each other' can our progress be other than a distracted, stumbling march. You and I have lived through the greatest war cataclysm that the world has ever known. Solemnly we register a vow before God and man that, as far as in us lies, we are going to make it impossible that such thing shall ever again degrade God's children and ignorant, how heartless sounds to-day the easy talk we can remember, in the pre-war days upon the lips of some, that a war would not be a bad thing for us after all, that a little blood-letting is all to the good and so on. Good God! will anybody so speak now? We have seen with our own eyes, we have heard in our own homes and hospitals its unspeakable, its illimitable horrors. And deliberately we say that, God helping us, there shall be no 'next time.'"

"The foremost thinkers and statesmen and rulers now alive in Christendom have thrown their strength into devising plans—by tribunals, by delays, by pledges, by conditions, by sanctions—to make the thing impossible. Militarism has fashioned its own coffin. We are here to clinch the nails. Every thinking man who is worthy of the name, whatever his creed, whatever his nationality, is with us in the resolve. Civilised humanity, yea, and uncivilised, is on our side. It is, or ought to be, unthinkable that we fail. In 1915 after some months of fighting, a thoughtful man wrote: 'This has shown that public opinion is powerless to restrain a nation which feels strong enough to defy it.' It is ours now, seven years later to secure such public opinion that to defy it would be national suicide. The securing of the public opinion is a matter not for statesmen, but for peoples at large."

\* Of Cork Harbour, early last month, a British destroyer stopped a vessel from Hamburg. A boarding party, it is stated, discovered that her cargo mostly consisted of arms and ammunition. She was arrested and escorted to Dublin.

**HOW TO STOP WARS.**

NAVAL AND AIR FORCES FOR THE LEAGUE

Speaking at Ripley, Derbyshire, on September 10th, General Seely said that nobody in Great Britain wished to engage needlessly in fresh wars, or fresh adventures, but, nevertheless, they were quite determined that they would not stand idly by while General Harrington and his brave men were overwhelmed by Turks, or Greeks, or Bulgarians, or anyone else. They would stand by them as long as they were ordered to maintain their post.

These little wars, he proceeded, may grow into great wars, and, if that happens, civilisation is really doomed. If you stop the little wars you will prevent the great wars. It is not impossible to stop the little wars. This little war should have been stopped. It could have been stopped if the plenipotentiaries at Versailles who set up the League of Nations had not either forgotten or ignored the most elementary truth of human affairs. That elementary truth is that a law without a policeman is useless.

It may be necessary to alter the composition of the League. It may be necessary to follow the well-known views of General Smuts and others by so grouping the Powers concerned as to prevent the common will of mankind being frittered away in minor and petty jealousies. But beyond that we must go the further step and equip this League of Peace with the necessary police force.

I suggest that that force should be a naval force and an air force. With these two powers—the sea and the air—you can cut the communications of any hostile array. Had the League of Nations had both the authority and the power, this latest war could never have occurred. The Greeks were warned not to advance. International sea-power would have cut their communications and rendered their advance impossible. Had Mustafa Kemal attempted to advance, international air-power would have cut his communications and broken up his concentrations.

I plead, then, for the establishment of a true League of Peace with power to enforce its decrees. I believe the United States of America would join in such a plan. We have tried a League without police, and it has not succeeded, through no fault of those who have worked so hard to ensure its success. Let civilised mankind now take this further step and thus abate rivalries, stop the growth of armaments, and save the world from anarchy and despair.

**MOTOR BOATS FOR SALE.**

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).

Length overall—58' 6".  
Breadth moulded—11' 6".  
Depth moulded—3' 6".  
Draft moulded—18" to 19".  
D.W. capacity on above draft—3 tons.  
Speed—8½ knots.  
Engines—Twin set "Kelvin" Motors, each 30 h.p.  
Installed with Electric Light.  
Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak).

Length overall—29' 8/10".  
Breadth—7' 5/10".  
Draft (approximate)—18".  
Engine—"Kelvin" Paraffin Motor.  
Price \$1,800 or near offer.

APPLY

**NESTLE & ANGLO-SWISS CONDENSED MILK CO.,**  
11, QUEEN'S ROAD CENTRAL.

When in doubt about your eyes or your glasses

Consult

**CHINESE OPTICAL CO.**

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL, Hongkong.

**PREPAID "WANTED" ADVERTISEMENTS**

Letters are lying at this Office for  
Boxes QV, RF, RU, RW, TH, TU, VB, & VC.

TO LET—At Cheung Chow Island, till May, Newly Furnished 3-roomed HOUSE, with Fire places. Reply C.M.H., c/o Daily Press Office.

TO BE LET—GODOWN—Spacious Two storied Godown, situated on the Praya near Bowington Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year—Apply Z. office of this paper.

**INDO-CHINA**

STEAM NAVIGATION COMPANY, LIMITED.

**SAILINGS, SUBJECT TO ALTERATION**

TSINGTAU via SWATOW	"KWONGSANG" ... Thursday, 2nd Nov., D.L.
HAIPHONG via HOIHOW	"LEESANG" ... Friday, 3rd Nov., 10 a.m.
MANILA	"YUENSANG" ... Friday, 3rd Nov., 8 p.m.
TIENSIN	"CHONGSHING" ... Saturday, 4th Nov., Noon.
TSINGTAU via SWATOW	"CHONGSHING" ... Saturday, 4th Nov., Noon.
SHANGHAI	"HONGSANG" ... Sunday, 5th Nov., 9 a.m.
BANGKOK via SWATOW	"OHIDAR" ... Tuesday, 7th Nov., 10 a.m.
TSINGTAU via SWATOW	"HONGSANG" ... Tuesday, 7th Nov., 5 p.m.
SHANGHAI	"CHONGSANG" ... Wednesday, 8th Nov., 11 a.m.
BANGKOK via HOIHOW	"HONGSANG" ... Thursday, 9th Nov., 3 p.m.
HAIPHONG via HOIHOW	"MINGSANG" ... Friday, 10th Nov., 10 a.m.
SANADKAN	"MAUSANG" ... Friday, 10th Nov., Noon.
TSINGTAU via SWATOW	"FOOSHING" ... Sunday, 12th Nov., D.L.
SHANGHAI	"KWAISANG" ... Tuesday, 14th Nov., Noon.
BANGKOK via SWATOW	"FOOKSANG" ... Tuesday, 14th Nov., 3 p.m.
STRAITS & CALCUTTA	"KUTSANG" ... Thursday, 16th Nov., Noon.

**CALCUTTA LINE**—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

**BORNEO LINE**—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HONGSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kadat Jesselton, Labuan, Tawau and Lahad Davao.

**TIENSIN LINE**—A regular service is run from March to November between Hongkong and Tiensin, calling at Weihaiwei and Chafoo.

**BANGKOK LINE**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

s.s. "HOSANG" will be despatched on or about Thursday, 9th Nov., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

**GLEN AND SHIRE**

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

**OUTWARDS.**

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	25th November.	Dec Hongkong.
"GARNARVONSHIRE"	28th November.	28th November.
"GLENBEG"	18th December.	18th December.

**HOMEWARDS.**

Vessel	Leaves Hongkong	Discharges
"GLENAPP"	5th Nov., LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENHARRY"	27th Nov., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	

Movement are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 23 and Central 3698.

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**THOS. COOK & SON.**

RAILWAY STEAMSHIP FREIGHT  
INSURANCE AGENTS

Tickets issued, Letters of Credit & Circular Notes Issued and Cashed.  
"THE EASTERN TRAVELLER'S GAZETTE"  
Free on application.

150 OFFICES THROUGHOUT THE WORLD 150

HONGKONG, SHANGHAI, TIENSIN, PEKING & YOKOHAMA  
Chief Office—LUDGATE CHURCH, LONDON, E.C.

Local Address:—Hongkong Hotel Building,  
HONGKONG.

Telegraphic address: "COUPON."

Telephone No. 534-1.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

**VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in disease arising from impure blood. It searches out and expels from the veins every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, goitre, rheumatism, rashes or dermatitis, etc., etc. It improves the general health and quickly restores long-standing nervous, asthmatic, straining, spasmodic cough, tea and the prevention of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

**VETARZO BRAIN AND NERVE FOOD.**

For Nervous Breakdown & Chronic Weakness.  
For the treatment of the VITARZO REMEDIES CO., Gospel Oak, H.W.4, London, Eng. Unprincipled Vendors may try to sell you worthless cheap imitations—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" registered on the wrapper and is sold by leading chemists.







**"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

"CITY OF PARIS" ... 10th Nov. ... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

"CITY OF ORAN" ... 1st Nov. ... Genoa, London, Antwerp, Rotterdam and Hamburg.

## PASSENGER SERVICE.

"CITY OF PARIS" ... mid. Dec. ... Marseilles & London.  
 "CITY OF YORK" ... beg. Feb. ... Marseilles & London.  
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.  
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

REISS &amp; CO., CANTON.

(Tel. Central 760)

## BOSTON AND NEW YORK

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

"KENTUCKY" ... via Suez Canal ... 6th November.  
 "TEUCER" ... via Suez Canal ... 16th November.  
 "CITY OF CANTON" ... via Suez Canal ... 26th November.  
 "ALCINOUS" ... via Suez Canal ... 6th December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. REISS &amp; CO., CANTON.

M.

SERVICES CONTRACTUELS  
des  
MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PORTHOS	...	...	14th Nov.
ARMANDIERRE	...	...	28th Nov.
PAUL LECAT	...	...	...
MANDRE LEBON	...	...	...

## RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... £138. 14s. 0d. | B CLASS (1st Class) ... £120. 6s. 0d.  
 STEAMERS (2nd) ... £101. 12s. 0d. | STEAMERS (2nd) ... £86. 10s. 0d.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

## LIGNE COMMERCIALES (Cargo Boats).

"LT. DE MISSISSY" ... sailing 2nd Nov. for HAVRE, DUNKIRK & ANTWERP.  
 Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
 accommodation for First-Class Passengers, Electric Light and Fans in staterooms.  
 Specially and Excellent cuisine

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. J. S. Thomson ... Friday, 3rd Nov., at 1 p.m.  
 HAIFONG ... Capt. W. S. Turnbull ... Tuesday, 7th Nov., at 12 Noon.  
 HAIFONG ... Capt. W. C. Pasmore ... Friday, 10th Nov., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK &amp; CO.,

General Managers.

## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
 THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India****Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND.)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DONGOLA"	8,066	8th Nov., 11 a.m.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"SOUDAN"	6,700	22nd Nov.	Singapore, Penang, Colombo & Bombay.
"KARMA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	16th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	16th Jan., 1923	do.
"SARDINIA"	4,500	24th Jan.	do.
"NELLORE"	6,653	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALVAN"	9,062	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KRYBER"	9,014	4th Apr.	do.

## BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	2nd Nov., 2 p.m.	Harpoon & Madras via Singapore
"GREGORY APCAR"	4,649	14th Nov.	Singapore, Penang & Calcutta

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	1st Nov., 3 p.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—  
 The Union R.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

## SAILING TO SHANGHAI &amp; JAPAN

"TAKADA"	7,000	4th Nov.	Japan.
"KARMA"	9,000	6th Nov., 10 a.m.	Singapore, Penang, Kobe & Yokohama
"EASTERN"	4,000	4th Nov.	Japan.
"SOUDAN"	6,700	9th Nov.	Shanghai.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must carry their own Hotel expenses at Singapore while await in the carrying steamer.  
 First-class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the service of their P. & O. Takas Steamers to Colombo.  
 All Cabins are fitted with Electric Fans free of charge.  
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 10 p.m. on the day previous to sailing.  
 For further information, Passage Rates, Freight Handbooks, etc., apply to—

## MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—  
 Monthly direct service via Singapore and Port Said.  
 "AMAZON MARU" ... Tuesday, 14th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN &  
 CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.  
 "SEATTLE MARU" ... Tuesday, 5th Dec.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.  
 "SUMATRA MARU" ... Monday, 5th Nov.

"HONOLULU MARU" ... Monday, 20th Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.  
 "BUSHO MARU" ... Monday, 6th Nov.

CALCUTTA via SINGAPORE & RANGOON.  
 "NANKING MARU" ... Sunday, 12th Nov.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking  
 cargo to OVERLAND, PORTS U.S.A. & CANADA—Passenger Service.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco  
 and Oahu Ports.  
 "AMUR MARU" ... Saturday, 12th Nov.

NEW ORLEANS LINE via SUEZ.  
 "CELESTES MARU" ... Thursday, 16th Nov.

JAPAN PORTS—Kobe & Yokohama  
 "ATLAS MARU" ... Thursday, 16th Nov.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommoda-  
 tion for 1st and 2nd class saloon passengers.  
 "ONSHU MARU" ... Sunday, 5th Nov.

TAKAO via SWATOW & AMOY.  
 "SOSHU MARU" ... Thursday, 2nd Nov.

"BATAVIA MARU" (Takao direct) ... Friday, 3rd Nov.

Tel. Central No. 4090 Y. KASUDA, Manager.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast  
 freight steamers.

For BOSTON  
 and  
 NEW YORK

S.S. "GALIC PRINCE" ... 24th November.  
 S.S. "GOTHIC PRINCE" ... End of December.

For Freight and full particulars apply to—  
 FURNESS (FAR EAST) LIMITED.  
 (Incorporated in Great Britain)  
 54, George's Buildings.

Telephone: Central 5165.  
 Telegram: (Furprince).

**C. N. C.**

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
CHEFOO & NEWCHOWANG	"PAKHOI"	On 1st Nov., D.L.
HAIK PAPAN	"TAIKOOWANYI"	On 1st Nov., 9 a.m.
AMOI & SHANGHAI	"WUHU"	On 1st Nov., 4 p.m.
SWATOW & SINGAPORE	"SUICHANG"	On 2nd Nov., D.L.
SHANGHAI & TIENTSIN	"KAIYANG"	On 2nd Nov., D.L.
WEIHAWEI, CHEFOO & TIENTSIN	"SUICHANG"	On 4th Nov., 9 a.m.
SHANGHAI	"LICHOW"	On 5th Nov., D.L.
SWATOW & SINGAPORE	"CHINHUA"	On 6th Nov., 9 a.m.
SWATOW & BANGKOK	"CHENAN"	On 6th Nov., 10 a.m.
SHANGHAI & TIENTSIN	"KWANGCHOW"	On 7th Nov., 10 a.m.
SHANGHAI	"LIANGCHOW"	On 7th Nov., 9 a.m.
SHANGHAI	"CHENGTHU"	On 7th Nov., 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO  
 Excellent Saloon accommodation amidships Electric Fans in Saloon and  
 State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three  
 weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all  
 Hongkong and Northern China Ports. Passengers are landed in Shanghai, avoiding  
 the inconvenience of transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via  
 Swatow.  
 For Freight or Passage apply to— BUTTERFIELD & SWIRE  
 (JOHN SWIRE & SONS, Ltd.)  
 Telephone Central 38.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)  
 Agents.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.  
 SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hkng. for Manila, Port Bangue, Sandakan & Aus. Ports.
"TAIYUAN"	About 29th Nov.	About 4th Dec.
"CHANGSHA"	About 16th Dec.	About 20th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply  
 of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light  
 throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried.  
 Reindeer Farm: Cargo booked through in all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE  
 (JOHN SWIRE & SONS, Ltd.), Agents.  
 Telephone Central No. 38.

## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON  
 For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 22nd November.  
 S.S. "WRAY CASTLE" ... sailing on or about 20th December.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,  
 BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port  
 on through Bills of Lading.

## FOR SHANGHAI.

S.S. "VENEZIA" ... sailing on or about 6th November.  
 S.S. "NIPPON" ... sailing on or about 1st December.

## FOR BRINDISI, VENICE &amp; TRIESTE

S.S. "VENEZIA" ... sailing on or about 25th November.  
 S.S. "NIPPON" ... sailing second half of December.

Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,  
 Agents.

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## PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY  
FLEET CORPORATION.

TRANS-PACIFIC SERVICE  
 Freight and Passengers  
 Fare to European Ports U.S. \$820.50 First Class  
 Throughout.

AMERICAN STEAMERS  
 SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

LEAVES HONGKONG ARRIVES SAN FRANCISCO  
 S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 30th.

S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th.

S.S. "PRESIDENT WILSON" ... Dec. 6th ... Dec. 28th.

"Sailings and Fares subject to change without Notice."

## HONGKONG-MANILA SERVICE

LEAVES HONGKONG ARRIVES MANILA  
 S.S. "PRESIDENT CLEVELAND" ... Nov. 11th ... Nov. 13th.

## HONGKONG-CALCUTTA SERVICE

FOR CALCUTTA via SINGAPORE, PENANG and RANGOON.  
 S.S. "LAKE GITANO" ... Nov. 4th.

## TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE &  
 NEW YORK.

S.S. "HANOVER" ... Nov. 14th.  
 S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—  
 PACIFIC MAIL S.S. CO.  
 Telephone: Central 147. Cable Address: "HOLAND." Union Building, Hongkong.  
 Agents at CANTON—REISS & CO.

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**"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

"CITY OF PARIS" ... 10th Nov. ... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

"CITY OF ORAN" ... 1st Nov. ... Genoa, London, Antwerp, Rotterdam and Hamburg.

## PASSENGER SERVICE.

"CITY OF PARIS" ... mid. Dec. ... Marseilles & London.  
 "CITY OF YORK" ... beg. Feb. ... Marseilles & London.  
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.  
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to:-

THE BANK LINE, LTD.

REISS &amp; CO., CANTON.

(Tel. Central 760)

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**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

"KENTUCKY" ... via Suez Canal ... 5th November.  
 "TEUCER" ... via Suez Canal ... 15th November.  
 "CITY OF CANTON" ... via Suez Canal ... 25th November.  
 "ALCINOUS" ... via Suez Canal ... 5th December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. REISS & CO., CANTON.

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**M.**SERVICES CONTRACTUELS  
des  
MESSAGERIES MARITIMES**M.**

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PORTHOS ... ARMANDBEHC ... PAUL LEONAT ... ANDRE LEBON ...	...	...	14th Nov. 25th Nov.

## RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... 2138. 14s. Od. | B CLASS (1st Class) ... 2130. 8s. Od.  
 STEAMERS (2nd) ... 2101. 12s. Od. | STEAMERS (2nd) ... 2088. 10s. Od.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

## LIGNE COMMERCIALES (Cargo Boats).

"LE DE MISSISSY", sailing 2nd Nov. for HAYRE, DUNKIRK & ANTWERP.  
Sailings and dates subject to alteration without notice.

For further Particulars apply to:-

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, Queen's Buildings.

CONSIGNATION—TRANSIT—REPRESENTATION.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAICHONG ... Capt. J. S. Thomson ... Friday, 3rd Nov. at 1 p.m.  
 HAIFONG ... Capt. W. S. Turnbull ... Tuesday, 7th Nov. at 12 Noon.  
 HAIFONG ... Capt. W. O. Passmore ... Friday, 10th Nov. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to:-

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

**JAPAN COAL**

GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

**P. & O. British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destinations
"DONGOLA"	8,006	8th Nov., 11 a.m.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Singapore, Penang, Colombo & Bombay.
"SOUDAN"	6,700	2nd Dec.	Bombay, Madras, London & Antwerp.
"KARMA"	9,000	8th Dec.	Marseilles, London & Antwerp.
"KASHMIR"	9,000	27th Dec.	do.
"PLASSY"	7,390	10th Jan. 1923	do.
"SARDINIA"	6,580	24th Jan.	do.
"NELLORE"	6,863	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	9,063	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

**BRITISH INDIA - APCAR SAILINGS**

"EGRA" ... 5,178 ... 3rd Nov., 3 p.m. ... Rangoon & Madras via Singapore  
 "GREGORY APCAR" ... 4,649 ... 14th Nov. ... Singapore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

"ST. ALBANS" ... 45,000 ... 1st Nov., 3 p.m. ... Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-  
 The Union P.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

**SAILING TO SHANGHAI & JAPAN**

"TAKADA" ... 7,000 ... 4th Nov. ... Japan, Moji, Kobe & Yokohama  
 "KARMA" ... 9,000 ... 5th Nov., 10 a.m. ... Japan, Moji, Kobe & Yokohama  
 "EASTERN" ... 4,000 ... 4th Nov. ... Japan, Shanghai  
 "SOUDAN" ... 6,700 ... 9th Nov. ... Shanghai

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

\* Passengers for Rangoon must carry their own Hotel expenses at Singapore while await in the on carrying steamer.  
 First-class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the sections of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.  
 Parcels measuring not more than 14 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 11 p.m. on the day previous to sailing.  
 For further information, Passage Rates, Freight, Handbooks, etc., apply to:-

**MACKINNON, MACKENZIE & CO.,**

32, Des Voeux Road Central, HONGKONG. Agents.

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
 LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—  
 Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 14th Nov.  
 BUENOS AIRES—RIO DE JANEIRO, RIO DE JANEIRO, DURBAN &  
 CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 5th Dec.  
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"SUMATRA MARU" ... Sunday, 5th Nov.  
 "HONOLULU MARU" ... Monday, 20th Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.  
 "BUSHO MARU" ... Monday, 5th Nov.

CALCUTTA via SINGAPORE & RANGOON.  
 "NANKING MARU" ... Sunday, 12th Nov.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking  
 cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco  
 Panama and Cuban Ports.

"AMOR MARU" ... Saturday, 12th Nov.  
 NEW ORLEANS LINE via SUEZ.

"CELESTES MARU" ... ...  
 JAPAN PORTS—Kobe & Yokohama

"ATLAS MARU" ... Thursday, 16th Nov.  
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"ONSEU MARU" ... Sunday, 5th Nov.  
 TAKAO via SWATOW & AMOY.

"SOSEU MARU" ... Thursday, 2nd Nov.  
 "BATAGIA MARU" (Takao direct) ... Friday, 3rd Nov.

Tel. Central No. 4090 Y. YASUDA, Manager.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON  
 and  
 NEW YORK

S.S. "GALIC PRINCE" ... 34th November.  
 S.S. "GOTHIC PRINCE" ... End of December.

For Freight and full particulars apply to:-  
 FURNESS (FAR EAST) LIMITED,  
 Telephone: Central 3165. (Incorporated in Great Britain)  
 Telegrams (Furness), St. George's Building.

**C. N. C.  
CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
CHEFOO & NEWCHWANG	"PAKHOI"	On 1st Nov. D.L.
RAIK PAPAN	"TAIKOOWAN"	On 1st Nov. 9 a.m.
SAIGON	"WUHU"	On 1st Nov. 4 p.m.
AMOY & SHANGHAI	"SUIYANG"	On 2nd Nov. D.L.
SWATOW & SINGAPORE	"KAYING"	On 2nd Nov. 10 a.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 4th Nov. 9 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"LUCROW"	On 4th Nov. D.L.
SHANGHAI	"CHENHUA"	On 5th Nov. 9 a.m.
SWATOW & SINGAPORE	"CHENYAN"	On 5th Nov. 10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 7th Nov. 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 7th Nov. 9 a.m.
SHANGHAI	"CHENG TU"	On 7th Nov. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO  
 Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.  
 For Freight or Passage apply to:- BUTTERFIELD & SWIRE  
 Telephone Central 25. (JOHN SWIRE & SONS, LTD., Agents)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd., Agents)

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Le. Hongkong for Manila, Port Banga, Sandakan & Aus. Ports
"TAIYUAN"	About 29th Nov.	About 4th Dec.
"CHANGSHA"	About 15th Dec.	About 20th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Re-issued Fares Cargo booked through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to:- BUTTERFIELD & SWIRE  
 Telephone Central No. 25. (JOHN SWIRE & SONS, LTD., Agents)

**DODWELL & CO., LIMITED.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

"KENDAL CASTLE" ... sailing on or about 22nd November.  
 "WRAY CASTLE" ... sailing on or about 20th December.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**FOR SHANGHAI.**

"VENEZIA" ... sailing on or about 8th November.  
 "NIPPON" ... sailing on or about 1st December.

**FOR BRINDISI, VENICE & TRIESTE**

"VENEZIA" ... sailing on or about 25th November.  
 "NIPPON" ... sailing second half of December.

Passengers' Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

**DODWELL & CO., LIMITED.**

Agents.

**PACIFIC MAIL S.S. CO.,**

MANAGING AGENTS,

**U.S. SHIPPING BOARD EMERGENCY  
FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports U.S. \$3620.50 First Class Throughout.

**AMERICAN STEAMERS**

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

LEAVES HONGKONG ARRIVES SAN FRANCISCO  
 S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 30th.  
 S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th.  
 S.S. "PRESIDENT WILSON" ... Dec. 6th ... Dec. 28th.

Sailings and Fares Subject to change without Notice.

**HONGKONG-MANILA SERVICE**

LEAVES HONGKONG ARRIVES MANILA  
 S.S. "PRESIDENT CLEVELAND" ... Nov. 11th ... Nov. 13th.

**HONGKONG-CALCUTTA SERVICE**

FOR CALCUTTA via SINGAPORE, PENANG and BANGKOK.  
 S.S. "LAKE GITHAO" ... Nov. 4th.

**TAMPA INTER-OCEAN S.S. CO.**

FOR HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE &amp; NEW YORK.

S.S. "HANOVER" ... Nov. 14th.  
 S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to:-

**PACIFIC MAIL S.S. CO.**

Telephone: Central 140. Cable Address "PACIFIC MAIL" S.S. CO.  
 Agents: 21, CANTON—REISS & CO.



Correspondence bearing vessel's name only.

1. Central, Victoria (Birmingham, I)